

CLASSIFICATION SECRET		25X1
COUNTRY East Germany	REPORT	
TOPIC Retzow Airfield		
EVALUATION	PLACE OF ORIGIN	25X1
DATE OF CONTENT	63910	25X1
DATE OBTAINED	DATE PREPARED	25X1
REFERENCES		25X1
PAGES		
REMARKS		
This is UNEVALUATED Information		

In late May 1954, rumors had it that Retzow airfield would be occupied in the near future. Parachute jumps were made at the field.

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On 26 June, the airfield was not occupied. The field was guarded by two civilians who refused admittance to a motorcar driver who was en route to Retzow coming from the direction of Meyenburg and deviated from National Highway No. 303. The status of the field and the grass cover in the eastern third of the field was apparently worse than in the western section. Trails, apparently from trucks, led from the field center to the southeastern corner of the installation. In this corner faded branches were seen which had probably been used for camouflage purposes. No runway mats were observed at the field.

Two large wooden sheds, each about 15 meters long, 6 to 8 meters wide and about 3 meters high, with a two-leaf, approximately 6-meter-wide gate in the middle, were observed at the northern edge of the field, about 400 meters west of the eastern corner. Seven fuel containers lay in Jagen (forest sub-district) No. 84, about 50 meters north of the northern edge of the field. A camp consisting of about 12 white tents with pointed roofs was observed on the area where Jagen 84 and 86 meet with the aforementioned road to Retzow. In the middle of Jagen 86 was a small building, probably the transformer house, to which extended 4 overhead lines from Retzow. Four small temporary buildings were observed in the clearing of Jagen 86 and 87, about 200 meters west of the road to Retzow. One of the buildings probably housed the kitchen, as was recognized from its smokestack. No additional buildings could be identified as the view to the area was partially obstructed. No activity was seen in the camp.

Several local residents independently stated that the airfield was temporarily occupied by about 20 jet fighters during the first half of June and that the aircraft conducted comparatively little air activity. The aircraft apparently had difficulties during the take-offs and landings. Two residents independently said that there was a rumor indicating that the field would again be occupied after 1 July 1954. A boy allegedly observed that, prior to the occupation of the field, some biplanes landed there, Russians descended from the aircraft, and the Russians subsequently inspected the field. Informant also stated that the recently arrived unit had come from Wittstock. The camp at the northern edge of the field was allegedly occupied by about 300 Russians most of whom were housed in tents. According to several local residents, parachute jumps from the engine aircraft had repeatedly been made at the field while at the same time the engine aircraft were being repaired.

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[redacted] Content. On 3 May 1954, fuel containers [redacted] were
unloaded at Petzov airfield. [redacted]

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[redacted] The MiG-15s stationed in Petzov during June
1954 are probably assigned to the regiment from Lienz. It is assumed that
the conditions for take-offs and landings are to be tested on the grass-covered
landing field. No observations have been made which might confirm the rumor
of an intended re-occupation of the field after 1 July 1954.

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